II. Listing of Claims

Please amend the claims as follows:

CLAIMS:

1. (Currently Amended) A safety arrangement for ~~detecting the position of an occupant (4) of a seat (1) in~~ a motor vehicle, the motor vehicle having a ~~the~~ seat moveable in the motor vehicle and being provided with a safety belt ~~(9)~~ and an associated retractor ~~(10)~~ for use by ~~the~~ than occupant of the seat, the safety arrangement comprising ~~there being~~ a first sensor ~~(11)~~ for measuring a parameter corresponding to the length of the belt withdrawn from the retractor relative to a predetermined reference value, ~~the safety arrangement also incorporating a seat position~~ a second sensor for measuring the position of the seat, ~~(7) and a processor unit (8) to process signals from the two sensors to evaluate the position of the seat occupant, characterised in that the safety belt system (9) incorporates~~ a buckle ~~(13), the buckle (13)~~ being provided with a third sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining withdrawn from the retractor after the belt has been buckled up, and a processor unit to process signals from the first, second and third sensors to control the performance of a load-limiter for the safety-belt.

2. (Currently Amended) A safety arrangement according to Claim 1 wherein the processor unit ~~(8)~~ utilises signals from the ~~seat position~~ second sensor ~~(7)~~ to determine the ordinary position of the front part of the chest bone of ~~a~~ the seat

occupant ~~(4)~~ relative to an air-bag ~~(19)~~, that position corresponding to the predetermined reference value of belt length.

3. Cancelled.

4. (Currently Amended) A safety arrangement according to Claim ~~3~~ 1 wherein the processor unit ~~(8)~~, based on the position of the seat ~~(1)~~, determines the ordinary position of the front part of the chest bone of ~~a~~ the seat occupant ~~(4)~~ relative to an air-bag, that position corresponding to the predetermined reference value of belt length.

5. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the reference value is continuously or repeatedly updated, and a new reference value is stored whenever a new minimum belt length remaining withdrawn from the retractor ~~(10)~~, which is less than the current minimum length, is determined.

6. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein a measured change in the length of the seat belt withdrawn from the retractor ~~(10)~~, relative to the predetermined reference value is utilised~~,~~ by the processor unit ~~(8),~~ to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant ~~(4)~~.

7. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor ~~(10)~~.

8. Cancelled.

9. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the processor unit ~~(8)~~ is connected to an air-bag unit ~~(19)~~ positioned in front of the vehicle seat and the processor unit ~~to control~~ controls the mode of performance of the air-bag.

10. (Currently Amended) A safety arrangement according to Claim 9 wherein the processor unit ~~(8)~~ controls the mode of performance of the air-bag by modifying ~~modifies~~ the venting of the air-bag.

11. (Currently Amended) A safety arrangement according to Claim 9 wherein the processor unit ~~(8)~~ controls the mode of performance of the air-bag by ~~moderates~~ moderating deployment of the air-bag.

12. (Currently Amended) A safety arrangement according to Claim 9 wherein the processor unit ~~(8)~~ controls the mode of performance of the air-bag by ~~inhibits~~ inhibiting deployment of the air-bag.

13. (Currently Amended) A safety arrangement according to Claim 1 ~~or any Claim dependent thereon~~ wherein the processor unit ~~(8)~~ is configured to determine a new

reference value whenever the seat ~~(1)~~ is moved after the ~~predetermine~~ predetermined reference value has been determined.

14. (Currently Amended) A safety arrangement according to Claim 13 wherein the new reference value is determined by determining the minimum length of belt withdrawn from the retractor after the seat ~~(1)~~ is moved, the processor unit being configured to process signals corresponding to the new minimum belt length and the new position of the seat.

15. (Currently Amended) A safety arrangement according to Claim 13 wherein the new reference value is determined by determining the change in the position of the seat ~~(1)~~ and modifying the original predetermined reference value.

16. (Original) A safety arrangement according to Claim 15 wherein the reference value is modified by a value corresponding to the distance of, and the direction of, the change in position of the seat.

17. (Currently Amended) A safety arrangement according to Claim 15 ~~or 16~~ wherein subsequently a new reference value is determined by determining the minimum length of belt withdrawn from the retractor ~~(10)~~ and the position of the seat ~~(4)~~.

18. (New) A safety arrangement for a motor vehicle, the motor vehicle having a seat moveable in the motor vehicle and being provided with a safety belt and an associated retractor for use by an occupant of the seat, and an air bag for providing

impact protection for the occupant, the safety arrangement comprising a first sensor for measuring a parameter corresponding to the length of the belt withdrawn from the retractor relative to a predetermined reference value, a second sensor for measuring the position of the seat, a buckle being provided with a third sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining withdrawn from the retractor after the belt has been buckled up, and a processor unit to process signals from the first, second and third sensors to control the mode of performance of the air-bag.

19. (New) A safety arrangement according to Claim 18 wherein the processor unit utilises signals from the second sensor to determine the ordinary position of the front part of the chest bone of a seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

20. (New) A safety arrangement according to Claim 18 wherein the processor unit, based on the position of the seat, determines the ordinary position of the front part of the chest bone of the seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

21. (New) A safety arrangement according to Claim 18 wherein the reference value is continuously or repeatedly updated, and a new reference value is stored whenever a new minimum belt length remaining withdrawn from the retractor, which is less than the current minimum length, is determined.

22. (New) A safety arrangement according to Claim 18 wherein a measured change in the length of the belt withdrawn from the retractor relative to the predetermined reference value is utilised by the processor unit to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant .

23. (New) A safety arrangement according to Claim 18 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor.

24. (New) A safety arrangement according to Claim 18 wherein the processor unit is connected to control the performance of a load-limiter for the safety-belt.

25. (New) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by modifying the venting of the air-bag.

26. (New) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by moderating deployment of the air-bag.

27. (New) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by inhibiting deployment of the air-bag.

28. (New) A safety arrangement according to Claim 18 wherein the processor unit is configured to determine a new reference value whenever the seat is moved after the predetermine reference value has been determined.

29. (New) A safety arrangement according to Claim 28 wherein the new reference value is determined by determining the minimum length of belt withdrawn from the retractor after the seat is moved, the processor unit being configured to process signals corresponding to the new minimum belt length and the new position of the seat.

30. (New) A safety arrangement according to Claim 18 wherein the new reference value is determined by determining the change in the position of the seat and modifying the original predetermined reference value.

31. (New) A safety arrangement according to Claim 18 wherein the reference value is modified by a value corresponding to the distance of and the direction of the change in position of the seat.

32. (New) A safety arrangement according to Claim 18 wherein subsequently a new reference value is determined by determining the minimum length of belt withdrawn from the retractor and the position of the seat.

33. (New) A safety arrangement for a motor vehicle, the motor vehicle having a seat mounted in a fixed position in the motor vehicle being provided with a safety belt and an associated retractor for use by an occupant of the seat, the safety

arrangement comprising a first sensor for measuring a parameter corresponding to the length of belt withdrawn from the retractor relative to a predetermined reference value, a buckle being provided with a second sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining to be withdrawn from the retractor after the belt has been buckled up, and a processor unit to process signals from the first and second sensors to control the performance of a load-limiter for the safety-belt.

34. (New) A safety arrangement according to Claim 33 wherein the processor unit utilises signals from the second sensor to determine the ordinary position of the front part of the chest bone of a seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

35. (New) A safety arrangement according to Claim 33 wherein the reference value is continuously or repeatedly updated, and a new reference value is stored whenever a new minimum belt length remaining withdrawn from the retractor, which is less than the current minimum length, is determined.

36. (New) A safety arrangement according to Claim 33 wherein a measured change in the length of the belt withdrawn from the retractor relative to the predetermined reference value is utilised by the processor unit to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant .

37. (New) A safety arrangement according to Claim 33 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor.

38. (New) A safety arrangement according to Claim 33 wherein the motor vehicle has an air-bag and the processor unit controls the mode of performance of the air-bag by modifying the venting of the air-bag.

39. (New) A safety arrangement according to Claim 33 wherein the motor vehicle has an air-bag and the processor unit controls the mode of performance of the air-bag by moderating deployment of the air-bag.

40. (New) A safety arrangement according to Claim 33 wherein the motor vehicle has an air-bag and the processor unit controls the mode of performance of the air-bag by inhibiting deployment of the air-bag.

41. (New) A safety arrangement for a motor vehicle, the motor vehicle having a seat mounted in a fixed position in the motor vehicle being provided with a safety belt and an associated retractor for use by an occupant of the seat, and an air bag for providing impact protection for the occupant, the safety arrangement comprising a first sensor for measuring a parameter corresponding to the length of belt withdrawn from the retractor relative to a predetermined reference value, a buckle being provided with a second sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining withdrawn from the retractor after the belt has been buckled up, and a processor unit

to process signals from the first and second sensors to control the mode of performance of the air-bag.

42. (New) A safety arrangement according to Claim 41 wherein the processor unit utilises signals from the second sensor to determine the ordinary position of the front part of the chest bone of a seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

43. (New) A safety arrangement according to Claim 41 wherein the reference value is continuously or repeatedly updated, and a new reference value is stored whenever a new minimum belt length remaining withdrawn from the retractor, which is less than the current minimum length, is determined.

44. (New) A safety arrangement according to Claim 41 wherein a measured change in the length of the belt withdrawn from the retractor relative to the predetermined reference value is utilised by the processor unit to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant .

45. (New) A safety arrangement according to Claim 41 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor.

46. (New) A safety arrangement according to Claim 41 wherein the processor unit is connected to control the performance of a load-limiter for the safety-belt.

47. (New) A safety arrangement according to Claim 41 wherein the processor unit controls the mode of performance of the air-bag by modifying the venting of the air-bag.

48. (New) A safety arrangement according to Claim 41 wherein the processor unit controls the mode of performance of the air-bag by moderating deployment of the air-bag.

49. (New) A safety arrangement according to Claim 41 wherein the processor unit controls the mode of performance of the air-bag by inhibiting deployment of the air-bag.